



Program Funding Levels

April 21, 2010



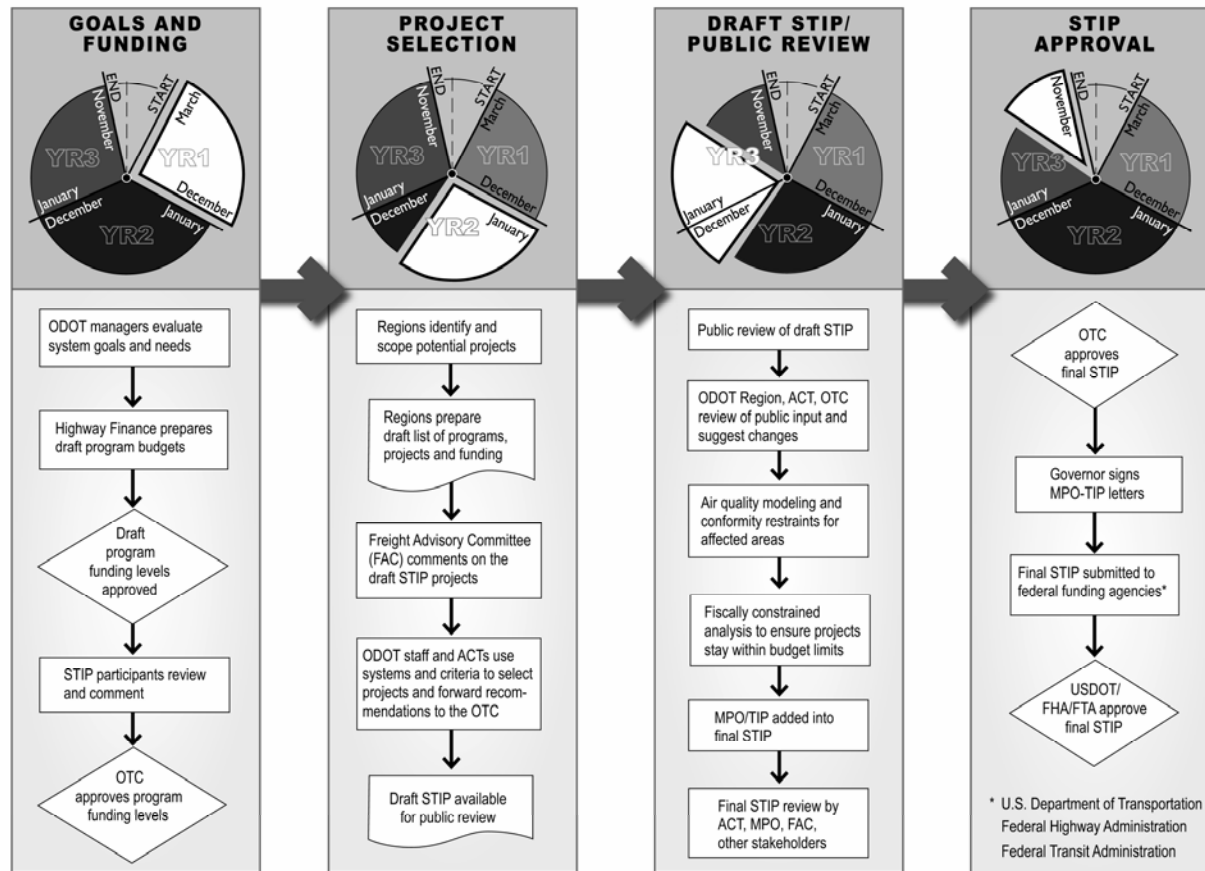
Background

- Program funding levels for state highway and FHWA funding
 - Transportation Development, Transit, Rail, and Transportation Safety have other funding sources (other than state highway or FHWA)
- Funding levels developed around two basic parameters
 - Maintaining current Level of Service (LOS) for DMV, Motor Carrier, and Central Services
 - Legislative mandate, OTP, and OTC guidance



Background

STIP DEVELOPMENT PROCESS





Traditional Method

- Estimate State Highway and FHWA revenues
- Apply inflation adjustments and legislative direction to non-capital programs
- Deduct “cost of doing business” – DMV, MCTD, Central Services
- Deduct statutory and federally mandated allocations
- Deduct bond payments
- Allocate capital programs based on legislative direction, OTP, and OTC specific allocations



Variations for the current period

- HB 2001 made revenues available so that the OTC could use the maximum flexibility of federal funds for non-highway modes (“flex” funds) without compromising current commitments
- OTC adopted temporary rule allocating \$24 million of STP funds to non-highway transportation uses
- Legislature provided gas tax funds so that existing highway projects could move forward



Variations for the current period

- HB 2001, HB 2186, and SB 1059 require planning for non-highway modes (using “flex” funding)
- Allocation of “flex” funds requires consideration of funds spent on non-highway modes to paint the entire picture



Public Transit Allocations

(current annual)

- Elderly and Disabled \$ 26,310,178
 - FHWA STP for E&D \$ 9,995,850*
 - Other Capital (FTA) \$ 1,735,186
 - Operating \$ 14,579,142** (includes GF)
- Trans. Demand Mgmt. (STP) \$ 858,929
- Transit Innovation (STP) \$ 750,000
- FTA (other than above) \$ 10,506,080
 - rural and urban planning, vehicle replacement and intercity program

*Funding level prior to 2009 legislative session was ~\$5,000,000 (STP)

**Funding level prior to 2009 legislative sessions was ~\$9,500,000 (Cigarette Tax and ID card)



Other Non-Highway Allocations

(current annual)

• Transportation Demand Management (STP)	\$ 858,929
• Transit Innovation and Improvement (STP)	\$ 750,000
• Workzone Enforcement (STP)	\$ 1,750,000
• Transportation Enhancement (STP)	\$ 8,600,000
• Transportation Growth Management (STP)	\$ 4,041,979
• Non-Highway Project PE (STP)*	\$ 2,000,000
• Bike/Ped –Hwy R/W (State)	\$ 5,800,000
• Urban trails (non-Hwy R/W)* (UTF)	\$ 1,000,000
• Recreational trails in Parks (Federal)	<u>\$ 1,100,000</u>
TOTAL	\$25,900,908

* One time non-recurring allocation



Current Pass Through Agreements for STP Funds (current annual)

• Metro CMAQ	\$12,055,417
• Medford CMAQ	\$ 2,109,698
• Grants Pass CMAQ	\$ 602,771
• Klamath Falls CMAQ	\$ 301,385
• STP Working Agreement with Cntys	\$13,190,417
• STP Working Agreement with Cities	<u>\$ 8,872,929</u>
TOTAL	\$37,132,719



Federal “Flexible” (STP) Fund Uses

- STP Eligible uses
 - Transportation planning and research (i.e. mandates in legislation)
 - Asset Management (data collection)
 - Transportation Enhancement program
 - Bicycle and pedestrian projects
 - Senior and Disabled transit capital purchases
 - General transit capital purchases
 - Carpool projects and park and ride lots
- Unlike Stimulus funds, the following are not eligible for Federal Flexible (STP) funds
 - Rail projects
 - Port projects
 - Operating expenditures
- Congestion Mitigation/Air Quality (CMAQ) Funds have some additional flexibility but can only be used in non-air quality attainment areas



Federal "Flexible" Funds

FHWA Funds	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Flexible Funding Program						
Surface Transportation Program (STP)	\$86,212,883	\$90,523,527	\$90,523,527	\$90,523,527	\$90,523,527	\$90,523,527
Congestion Mitigation and Air Quality (CMAQ)	\$15,069,271	\$15,822,735	\$15,822,735	\$15,822,735	\$15,822,735	\$15,822,735
<i>Total Flexible Funding Program</i>	\$101,282,154	\$106,346,262	\$106,346,262	\$106,346,262	\$106,346,262	\$106,346,262
Mandatory Program Distribution						
Portland Transportation Management Area (TMA)	(\$18,407,670)	(\$19,328,054)	(\$19,328,054)	(\$19,328,054)	(\$19,328,054)	(\$19,328,054)
Eugene TMA	(\$3,175,660)	(\$3,334,443)	(\$3,334,443)	(\$3,334,443)	(\$3,334,443)	(\$3,334,443)
Salem TMA	(\$2,937,254)	(\$3,084,117)	(\$3,084,117)	(\$3,084,117)	(\$3,084,117)	(\$3,084,117)
<i>Total Mandatory Program Distribution</i>	(\$24,520,584)	(\$25,746,614)	(\$25,746,614)	(\$25,746,614)	(\$25,746,614)	(\$25,746,614)
<i>Remaining Funds</i>	\$76,761,570	\$80,599,648	\$80,599,648	\$80,599,648	\$80,599,648	\$80,599,648
Legislative Intent						
10% Reserved for Elderly and Disabled Transportation	(\$7,676,157)	(\$8,059,965)	(\$8,059,965)	(\$8,059,965)	(\$8,059,965)	(\$8,059,965)
Elderly and Disabled Transportation (not included above)	(\$2,323,843)	(\$1,940,035)	(\$1,940,035)	(\$1,940,035)	(\$1,940,035)	(\$1,940,035)
HB 2001, HB 2186, SB 1059 Implementation	(\$3,000,000)	(\$3,000,000)	(\$3,000,000)	(\$4,250,000)	(\$4,250,000)	(\$4,250,000)
<i>Total Legislative Intent</i>	(\$13,000,000)	(\$13,000,000)	(\$14,250,000)	(\$14,250,000)	(\$14,250,000)	(\$14,250,000)
<i>Remaining Funds</i>	\$63,761,570	\$67,599,648	\$66,349,648	\$66,349,648	\$66,349,648	\$66,349,648
Other Flexible Funding Set Asides						
Agreement						
Portland CMAQ	(\$12,055,417)	(\$12,658,188)	(\$12,658,188)	(\$12,658,188)	(\$12,658,188)	(\$12,658,188)
Medford CMAQ	(\$2,109,698)	(\$2,215,183)	(\$2,215,183)	(\$2,215,183)	(\$2,215,183)	(\$2,215,183)
Grants Pass CMAQ	(\$602,771)	(\$632,909)	(\$632,909)	(\$632,909)	(\$632,909)	(\$632,909)
Klamath Falls CMAQ	(\$301,385)	(\$316,455)	(\$316,455)	(\$316,455)	(\$316,455)	(\$316,455)
STP Working Agreements with Counties	(\$13,190,519)	(\$13,321,456)	(\$13,321,456)	(\$13,321,456)	(\$13,321,456)	(\$13,321,456)
STP Working Agreements with Cities	(\$8,872,929)	(\$8,962,679)	(\$8,962,679)	(\$8,962,679)	(\$8,962,679)	(\$8,962,679)
<i>Subtotal -- Agreement</i>	(\$37,132,719)	(\$38,106,870)	(\$38,106,870)	(\$38,106,870)	(\$38,106,870)	(\$38,106,870)
OTC Direction						
Transportation Demand Management	(\$858,929)	(\$858,930)	(\$800,000)	(\$900,000)	(\$800,000)	(\$900,000)
Transit Innovation and Improvement	(\$750,000)	(\$750,000)	(\$700,000)	(\$800,000)	(\$700,000)	(\$800,000)
Workzone Enforcement	(\$1,750,000)	(\$1,750,000)	(\$1,800,000)	(\$1,900,000)	(\$1,900,000)	(\$1,900,000)
Transportation Enhancement	(\$8,600,000)	(\$9,000,000)	(\$9,400,000)	(\$9,700,000)	(\$9,700,000)	(\$9,700,000)
Transportation Growth Management	(\$4,041,979)	(\$4,663,747)	(\$4,463,747)	(\$4,363,747)	(\$4,163,747)	(\$3,963,747)
Federal Stimulus Reserve for PE (non-HWY projects) Key 17057 (JMSA)	(\$2,000,000)					
<i>Subtotal -- OTC Direction</i>	(\$18,000,908)	(\$17,022,677)	(\$17,163,747)	(\$17,663,747)	(\$17,263,747)	(\$17,263,747)
<i>Total Other Flexible Funding Set Asides</i>	(\$55,133,627)	(\$55,129,547)	(\$55,270,617)	(\$55,770,617)	(\$55,370,617)	(\$55,370,617)
Flexible Funding Available for Non-Highway Uses	\$8,627,943	\$12,470,102	\$11,079,032	\$10,579,032	\$10,979,032	\$10,979,032



Federal “Flex” Fund Criteria

Considerations

- Additional investments in
 - Transit
 - Transportation Demand Management
 - Transportation Enhancement projects
- Targeting projects that will
 - Reduce GHG
 - Connect of bike/ped or cars to transit
 - Provide economic benefits
- Project size limits/geographic splits
- Other?



Program Funding Levels

FY 2010-2015 average allocations (% of total revenues)

	% of Total FHWA and State Revenues
TRANSFERS BEFORE HIGHWAY ALLOCATIONS	
Statutory Transfers	25.94
Debt Service and Other Transfers	11.05
JTA Funds to ODOT for Purposes Described in OTP	0.15
JTA Funds to Travel Information Council (Rest Areas)	0.20
Transportation Development Division	3.48
Rail Division	0.47
Public Transit Division	0.76
Transportation Safety Division	0.54
Driver and Motor Vehicle Services Division	7.15
Motor Carrier Transportation Division	2.67
Central Services Division	0.19
Enterprise Resource Project (ERP)	0.00
State Data Center Additional ODOT Assessment	0.18
OWIN Debt Service	0.41
OWIN Operations and Maintenance	0.45
Congestion Mitigation and Air Quality (CMAQ)	1.03
Flexible Funding Available for Non-Highway Uses	0.71
Parks -- Recreational Trails (Federal Revenue)	0.07
TOTAL TRANSFERS	55.43



Program Funding Levels

FY 2010-2015 average allocations (% of total revenues)

Does not include bonded projects (modernization and bridge)

	% of Total FHWA and State Revenues
NON-CAPITAL PROGRAMS	
Maintenance	13.86
Bridge (OTIA III oversight)	0.80
Special Programs (Indirect)	5.45
Access Management Remedies	0.17
Incident Response	0.56
Central Services (Assessments and Other)	3.85
Capital Construction & Improvement	0.49
TOTAL NON-CAPITAL PROGRAMS	25.19
CAPITAL PROGRAMS -- CONSTRAINED STIP	
Preservation	6.45
Bridge	3.56
Operations	1.13
Safety	1.88
Modernization	2.90
Special Programs	0.00
Fish Passage	0.17
Stormwater Retrofit	0.11
Large Culvert Improvement	0.19
Bike/Ped	0.46
Site Mitigation and Repair	0.02
Transportation Enhancement	0.61
TOTAL CONSTRAINED STIP	17.48
OTHER CAPITAL PROGRAMS AND ADJUSTMENTS	
Economic Stimulus Packag (ARRA)	1.22
Adjustments	0.00
Rest Area Transfer to TIC	0.00
OJT Supportive Services State Option Key 16984	0.02
ARRA Statewide Cost Allocation Plan Assessment	0.00
JTA Projects Determined by OTC (CRC)	0.33
Federal Stimulus Reserve for PE Key 17036 (JMSA)	0.02
TOTAL CAPITAL PROGRAMS	19.07
PRODUCTIVITY INITIATIVES	
Quality Assurance/PE	0.02
Material Source Funding	0.03
Post Construction Monitoring (PCM)	0.07
Right of Way Document Management	0.01
Other	0.03
TOTAL PRODUCTIVITY INITIATIVES	0.16
TOTAL NON-CAPITAL, CAPITAL, PRODUCTIVITY	44.42
UNALLOCATED REVENUE	0.15



Program Funding Levels

Carryover Revenue from Previous Year

TOTAL FEDERAL REVENUE

Economic Stimulus Package (ARRA)

TOTAL NET FEDERAL REVENUE W/STIMULUS

2010	2011	2012	2013	2014	2015
97.5	88.1	41.7	42.9	22.4	18.2
382.0	333.0	333.0	333.0	333.0	333.0
111.9	0.0	0.0	0.0	0.0	0.0
493.9	333.0	333.0	333.0	333.0	333.0

TOTAL STATE HIGHWAY FUND REVENUE

Statutory Transfers

Debt Service and Other Transfers

JTA Funds to ODOT for Purposes Described in OTP

JTA Funds to Travel Information Council (Rest Areas)

TOTAL NET STATE REVENUE W/JTA

2010	2011	2012	2013	2014	2015
930.6	1071.0	1186.1	1219.6	1246.3	1269.1
(300.1)	(364.8)	(414.3)	(426.5)	(433.8)	(441.2)
(90.4)	(156.2)	(183.4)	(193.9)	(192.1)	(198.4)
0.0	0.0	(3.6)	(4.0)	(3.4)	(3.2)
(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)
537.1	547.0	581.8	592.1	614.0	623.3

TRANSFERS FROM STATE HIGHWAY FUND

Transportation Development Division

Rail Division

Public Transit Division

Transportation Safety Division

Driver and Motor Vehicle Services Division

Motor Carrier Transportation Division

Central Services Division

Enterprise Resource Project (ERP)

State Data Center Additional ODOT Assessment

OWIN Debt Service

OWIN Operations and Maintenance

Congestion Mitigation and Air Quality (CMAQ)

Flexible Funding Available for Non-Highway Uses

Parks -- Recreational Trails (Federal Revenue)

TOTAL TRANSFERS FROM STATE HIGHWAY FUND

2010	2011	2012	2013	2014	2015
50.3	56.5	51.7	52.6	53.5	54.5
7.1	7.2	7.2	7.3	7.2	7.3
11.5	11.7	11.5	11.7	11.5	11.7
7.8	8.1	8.2	8.4	8.5	8.6
105.1	105.3	106.0	108.0	114.6	116.9
35.6	35.8	41.2	42.1	44.6	45.5
2.7	2.7	2.9	2.9	3.0	3.1
0.0	0.0	0.0	0.0	0.0	0.0
8.3	8.3	0.0	0.0	0.0	0.0
6.2	6.2	6.2	6.2	6.2	6.2
5.0	5.1	7.7	7.8	7.9	8.0
15.1	15.8	15.8	15.8	15.8	15.8
8.6	12.5	11.1	10.6	11.0	11.0
1.1	1.1	1.1	1.1	1.1	1.1
264.4	276.3	270.7	274.5	285.0	289.7



Program Funding Levels

NON-CAPITAL PROGRAMS

Maintenance	197.0	202.8	205.7	216.7	219.6	230.6
Bridge (OTIA III oversight)	20.7	17.1	13.3	11.6	5.9	5.2
Special Programs (Indirect)	81.0	81.2	82.2	83.8	85.4	87.0
Access Mgmt. remedies	2.5	2.5	2.5	2.6	2.6	2.6
Incident response	8.3	8.3	8.5	8.6	8.8	8.9
Central Services (Assessments and Other)	57.0	57.1	58.2	59.3	60.4	61.6
Capital Construction & Improvement	1.6	1.8	10.5	10.4	10.4	10.4
TOTAL NON-CAPITAL PROGRAMS	368.1	370.8	380.9	392.9	393.0	406.3

2010	2011	2012	2013	2014	2015
197.0	202.8	205.7	216.7	219.6	230.6
20.7	17.1	13.3	11.6	5.9	5.2
81.0	81.2	82.2	83.8	85.4	87.0
2.5	2.5	2.5	2.6	2.6	2.6
8.3	8.3	8.5	8.6	8.8	8.9
57.0	57.1	58.2	59.3	60.4	61.6
1.6	1.8	10.5	10.4	10.4	10.4
368.1	370.8	380.9	392.9	393.0	406.3

CAPITAL PROGRAMS -- CONSTRAINED STIP

Preservation	88.7	93.9	99.2	104.6	105.2	100.3
Bridge	53.9	56.1	51.0	55.9	56.2	53.7
Operations	17.5	20.2	16.2	16.9	17.1	16.2
Safety	27.6	29.2	29.1	29.1	29.2	28.3
Modernization	52.4	52.3	41.2	42.5	39.3	38.7
Special Programs						
Fish Passage	4.1	2.1	2.3	2.4	2.4	2.3
Stormwater Retrofit	0.0	2.1	2.1	2.1	2.1	2.1
Large Culvert Improvement	2.7	2.8	2.9	3.0	3.1	2.8
Bike/Ped	5.8	6.9	7.1	7.4	7.4	7.1
HazMat cleanup	0.3	0.3	0.3	0.3	0.3	0.3
Transportation Enhancement	8.6	9.0	9.4	9.7	9.7	9.7
TOTAL CONSTRAINED STIP	261.6	274.9	260.9	274.0	272.0	261.5

2010	2011	2012	2013	2014	2015
		OTC Targets		Projected	
88.7	93.9	99.2	104.6	105.2	100.3
53.9	56.1	51.0	55.9	56.2	53.7
17.5	20.2	16.2	16.9	17.1	16.2
27.6	29.2	29.1	29.1	29.2	28.3
52.4	52.3	41.2	42.5	39.3	38.7
4.1	2.1	2.3	2.4	2.4	2.3
0.0	2.1	2.1	2.1	2.1	2.1
2.7	2.8	2.9	3.0	3.1	2.8
5.8	6.9	7.1	7.4	7.4	7.1
0.3	0.3	0.3	0.3	0.3	0.3
8.6	9.0	9.4	9.7	9.7	9.7
261.6	274.9	260.9	274.0	272.0	261.5
111.9	0.0	0.0	0.0	0.0	0.0
0.1	0.0	0.0	0.0	0.0	0.0
1.5	0.0	0.0	0.0	0.0	0.0
0.1	0.0	0.0	0.0	0.0	0.0
30.0	0.0	0.0	0.0	0.0	0.0
2.0	0.0	0.0	0.0	0.0	0.0
407.2	274.9	260.9	274.0	272.0	261.5

Economic Stimulus Package (ARRA)	111.9	0.0	0.0	0.0	0.0	0.0
Adjustments						
Rest Area Transfer to TIC	0.1	0.0	0.0	0.0	0.0	0.0
OJT Supportive Services State Option Key 16984	1.5	0.0	0.0	0.0	0.0	0.0
ARRA Statewide Cost Allocation Plan Assessment	0.1	0.0	0.0	0.0	0.0	0.0
JTA Projects Determined by OTC (CRC)	30.0	0.0	0.0	0.0	0.0	0.0
Federal Stimulus Reserve for PE Key 17036 (JMSA)	2.0	0.0	0.0	0.0	0.0	0.0
TOTAL CAPITAL PROGRAMS	407.2	274.9	260.9	274.0	272.0	261.5

PRODUCTIVITY INITIATIVES

Quality Assurance/PE	0.0	0.5	0.0	0.8	0.0	0.8
Material Source Funding	0.0	0.8	0.0	0.9	0.0	0.9
Post Construction Monitoring (PCM)	0.2	1.5	1.2	1.3	1.2	1.1
Right of Way Document Management	0.5	0.5	0.0	0.0	0.0	0.0
Other	0.0	1.2	0.0	1.2	0.0	0.0
TOTAL PRODUCTIVITY INITIATIVES	0.7	4.5	1.2	4.2	1.2	2.8

2010	2011	2012	2013	2014	2015
0.0	0.5	0.0	0.8	0.0	0.8
0.0	0.8	0.0	0.9	0.0	0.9
0.2	1.5	1.2	1.3	1.2	1.1
0.5	0.5	0.0	0.0	0.0	0.0
0.0	1.2	0.0	1.2	0.0	0.0
0.7	4.5	1.2	4.2	1.2	2.8

TOTAL COMMITMENT	776.0	650.2	643.0	671.1	666.2	670.6
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UNALLOCATED REVENUE	88.1	41.7	42.9	22.4	18.2	14.2
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Next Steps

- Criteria for Allocating Flex Funds
- Allocation of remaining funds (or hold for future allocation)
- Finalize Program Levels